

De Gull Wing

Two Dollars

"FOR MEMBERS ONLY"

January / February
Volume 1, Number 5

OFFICIAL PUBLICATIONS FOR OVER 2000 MEMBERS OF THE DE LOREAN MOTOR CLUB OF AMERICA

DMCA HELPS DELIVER DE LOREAN'S DREAM

How Important Is Turbocharging?

Over the years considerable misinformation has been generated about turbocharging. Most of this can be traced to experimenters who did not understand the importance of turbo sizing. A turbocharger can provide many benefits — all hinging upon selection of the correct turbo for the

application. A badly matched turbo does nothing but add weight to the engine. A proper match will give you an ear-to-ear smile every time you drive your De Lorean while most Porsche and Ferrari owners will choke in your dust.

Unfortunately, there are few formulas or

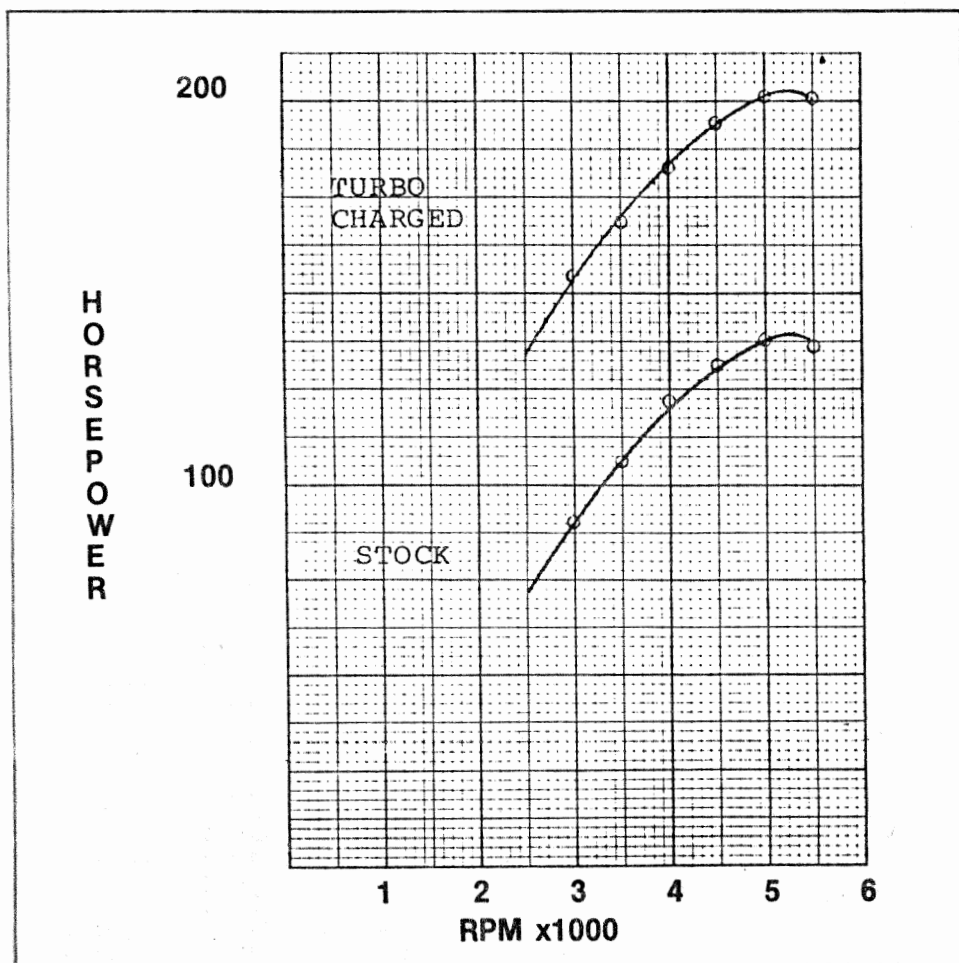
easy guidelines for matching a turbo to a specific engine and application. Under totally static conditions (an engine that operates at a set speed limit, under controlled temperature, humidity and pressure), it is possible to compute a turbo size to match the horsepower requirements. Automobile engines are not static — engine speed, temperature, load and hundreds of variables enter the picture and cause conditions to change constantly. So how do you select a turbo? Unless you have years of experience, you don't have much chance. The range of possibilities includes seventeen different basic turbo sizes with numerous variations on each size. This range has proven adequate to turbocharge everything from a 500 cc motorcycle engine to an 1800 cubic inch V-12 Allison aircraft engine. When it's all said and done, the best bet is a well engineered system and De Lorean Motor Club of America can provide those systems.

Questions and Answers On Turbocharging

1. HOW MUCH POWER CAN I EXPECT TO GET FROM THE TURBOCHARGER(S)?

First, we have to assume that the turbocharger system will be installed on a mechanically sound engine in good running condition. On the average engine, it is probable that the usable road horsepower level will be increased anywhere from 50% to 75%. 0 to 60 mph elapsed time should improve (decrease) by 2-3 seconds.

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DE LOREAN MOTOR CLUB — STRONGER THAN EVER!
MEMBERSHIP MAKES THE DIFFERENCE!

DELOREAN MOTOR CLUB OF AMERICA

TURBOCHARGING

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2. WILL TURBOCHARGER HURT MY GAS MILEAGE?

The turbocharger itself will not cause fuel economy to decline. Individual driving habits determine the extent of fuel economy. Since the system helps the engine breathe, there may be mileage gains, especially during steady-state cruising. The turbo provides power on demand and, if the driver insists upon using the boost excessively, the economy will suffer. The unique advantage of turbocharging is that it allows the driver to choose when he wants the extra power; at other times, the performance and economy will be normal.

3. HOW WILL THE TURBOCHARGER AFFECT "DRIVEABILITY"?

With the turbo system installed, driveability will be vastly improved. Performance throughout the driving cycle will definitely be better. Hill climbing ability and passing power on highways will be dramatically improved, especially at high altitudes (3000 feet and above). Additionally, the startability of the engine should be the same as before the turbo system was installed. This characteristic is a function of the fuel injection system and should remain unchanged.

4. HOW DIFFICULT IS IT TO INSTALL THE TURBOCHARGER SYSTEM?

This system is designed to be installed by the average amateur mechanic in from ten to twelve hours — almost all the work involved taking place in the engine compartment. The system comes with complete installation instructions that provide detailed guidance for even the amateur mechanic. Allowances are made for almost every conceivable variation and, if the work is done carefully, instructions followed explicitly, installation is surprisingly easy.

5. WILL THE TURBOCHARGER AFFECT ENGINE WEAR AND MAINTENANCE?

The turbocharger system should have no adverse effect on engine wear and maintenance requirements. The unique mechanics of turbocharging allow the driver to determine when he will use the extra power. In effect, it is "power on demand" — much like an

instant passing gear. The more a driver chooses to use the system, the more the engine may show signs of wear, but no more than would be expected from similar use of a naturally aspirated engine. In fact, testing has shown that an average turbocharged engine has better wear patterns than naturally aspirated engines producing the same level of power! Turbo charging your automatic is now possible with a few professionally made transmission adjustments.

6. WHERE CAN I PURCHASE A TURBO SYSTEM AND WHAT IS IT GOING TO COST ME?

You or your dealer/mechanic, as long as you are a current dues paying member of DMCA, may purchase your BAE turbo kit through DMCA for \$1750.00, a \$200 savings off the suggested retail price of \$1950. Members can take advantage of our bulk purchase and use the \$200 to treat their spouse or companion to a super week-

end trip, to try out the vastly improved performance of your "New De Lorean".

For the super sophisticates, we also market a twin-turbo kit. Almost identical to the proposed 1984 factory option (Now no longer a reality). This installation will really "knock your socks off" and leave your competition far behind. It is strongly recommended that the twin turbo kit be installed by a professional foreign speed turbo installation shop mechanic (Volvo-Renault) at a cost of \$800 to \$1000. It should take 2-4 days. The cost of the twin turbo system is \$3200. (Automatic transmission adaptability not recommended on the twin system). With the IHI turbochargers coupled together in twin-turbo installations the 5-speed De Lorean can be all the car that John Z. promised it would and launches it into the "160-mph-plus cruiser category, with reliability and beautifully executed workmanship. Complete the dream — turbo your De Lorean.

DMCA De Lorean Motor Club of America, Inc.

DMCA Urgent Club Business Can Be Discussed By Dialing
DMCA (714) 847-9940
DMCA

Beginning February 1, 1983

Tuesdays or Thursdays only
10:00 AM to 3 PM — California Time

COLLECT CALLS WILL NOT BE ACCEPTED

DMCA

P.O. Box 944

Westminster, CA 92683

THE COVER — The De Lorean's 50% H.P. Increase Graph

DATA

De Gull Wing is published by the De Lorean Motor Club of America, Inc., P.O. Box 944, Westminster, CA 92683. Subscription is part of DMCA membership dues and is mailed only to paid members. Member communications regarding address changes or chapter information should be addressed to the Executive Secretary at the above DMCA address.

Manuscripts, photographs and art will not be returned unless accompanied by a stamped, self-addressed envelope bearing sufficient postage. Photographs should be 8-inch by 10-inch glossy black and white. Manuscripts must be typewritten to be considered, and should be double spaced on one side only. Articles of a technical nature are especially popular but ALL articles will be given equal importance.

DISCLAIMER

While it is a primary service of the De Lorean Motor Club of America, Inc. to disseminate technical information, any maintenance technique or possible modification published in *De Gull Wing* should be weighed against conventional, traditional, and generally-accepted techniques and modifications. *De Gull Wing* should not be considered the authority on maintaining or improving De Loreans and the views expressed are those of the author of an article or person quoted. Although research has preceded each article, the mention of a product, service or procedure herein does not constitute endorsement of it by the Club, its officers, employees, or *De Gull Wing*. Prudent owners should consider possible techniques or modifications in light of common sense compromises among economy, longevity, performance, reliability, driveability, legality, and resale value. Any modifications possibly affecting emissions or safety are the sole responsibility of the person performing them and when such possible modifications are presented in *De Gull Wing*, it is with the understanding that they will be used for racing AND NOT on public highways. It is also incumbent upon the owner of a De Lorean to consider the effect of any changes in his vehicle upon any warranty in force before undertaking any technique or modification. Failure to do so could result in denial of warranty coverage by De Lorean Motor Company. This publication and this organization WILL NOT ASSUME LIABILITY for any such consequences.

LET'S GET TECHNICAL

ANEMIC DOOR LIFT DURING WINTER

If you haven't noticed your doors not opening all the way during this cold weather, count your blessings. The air assisted shocks mounted at the back of each door, get very lazy during the cool of winter. If they become too lazy, a one or two (at most) spline adjustment might be needed to the door's torsion bar. This is more easily accomplished with two people or by your dealer. The problem will reverse itself during warm weather if too much adjustment is made and a fast raising door might crease your T-Top. Need further instructions? Give us a call.

THAT EVER CHANGING CLOCK

We have had many complaints of the clock changing time by mystic means. This is one

way to fix it — remove the lead at the dash-light reostat from the clock. Hook the clock wire directly up to the cigarette lighter wire as it has 12 volts at all times. Voila! No more mystic time changes.

IMPROPER HEATING/AIR CONDITIONING

In the event of poor heater/air conditioning output from the footwell vents, check the following points:

1. Ensure that the driver's side footwell vent is not obstructed by either the tunnel carpet or the main wiring harness. Tuck or glue the carpet beneath the vent and route the harness securely over the vent outlet as necessary.
2. Ensure that the passenger's side footwell vent is not obstructed by the tunnel carpet. Tuck and glue the carpet down beneath the vent.

OUR FACE IS RED BUT YOURS SHOULD READ 160 M.P.H.

Our apologies for not catching a major mistake. The cost to magnetically recalibrate and place a new 160 mph face on your speedometer is \$85.00 plus shipping not \$250.00 (see Nov/Dec issue). Boy is our face red! Seriously, you can't imagine how exciting it is to actually read 130 mph + while you're cruising down the freeway with a 911SC and Corvette looming in your rearview mirror in hot pursuit, to no avail. This is the way this car should have been equipped from the factory. The Turbo installation along with our 160mph speedo truly makes the De Lorean a total performance dream car. And if you don't want to spend the \$1750.00 for the Turbo Kit, for \$85.00 the speedo still looks impressive standing still. P.S. We can repair all gauges on the De Lorean. Any problems, give us a call.

SPECIAL OFFER

De Lorean Recalls — Safety Campaigns & Water Leaks

DMCA has full coverage of all the campaigns in detail, step by step procedures of how you or your technician can inspect to see if the campaigns have been done. Also there are details on locations of possible body water leaks.

This information can be yours in a 20 plus page bulletin, 3 hole punch, to fit into your technical binder.

Look for the De Lorean Technical Repair/Recall Bulletins on your order form. Only \$7.00. After February 15th, 1983 — \$10.00.

DMCA Changes Telephone Answering Days

Beginning Tuesday, February 1st, 1983, our office days for receiving calls will be changed from Mondays and Wednesdays to Tuesdays and Thursdays from 10:00 a.m. to 3:00 p.m. California time naturally.

Membership Clarification

All annual memberships in De Lorean Motor Club begin July 1st and expire June 30th, (our fiscal year). Members who join in the middle of any year are entitled to all back issues of De Gull Wing for that year of membership only. There is no proration of membership dues.

(HINT) Make a copy of this form. Don't destroy your newsletter.

DeLorean Motor Club of America, Inc.

P.O. BOX 944, WESTMINSTER, CA 92683

Phone (714) 847-9940

ORDER FORM

Please print plainly

NAME _____ MEMBERSHIP # _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____ Phone No. (____) _____

QUANTITY	DESCRIPTION	MEMBERS COST EACH	TOTAL MEMBERSHIP PRICE
	BAE TURBO KIT SIMPLIFIED DO IT YOURSELF W/ALL INSTRUCTIONS	\$1750 ⁰⁰	
	TWIN TURBO KIT RECOMMEND PROFESSIONAL INSTALLATION W/ALL INSTRUCTIONS	\$3200 ⁰⁰	
	160 M.P.H. SPEEDOMETER SERVICE CONVERSION ON YOUR OWN UNIT—MAIL IT TO US!	\$85 ⁰⁰ + \$6 ⁰⁰ Shipping	
	Custom De Lorean embossed bra w/removeable plastic light lense protectors, keeps road debris, bugs off your car (suggested retail price \$129)	\$95 ⁰⁰ + \$6 ⁰⁰ Shipping	
	De Lorean Technical Repair/Recall Bulletin — \$7 ⁰⁰ before Feb. 15th, \$10 ⁰⁰ thereafter	\$7 ⁰⁰ /\$10 ⁰⁰	

SORRY, NO C.O.D. OR PHONE ORDERS. CHECK OR MONEY ORDERS ONLY. — Prices and product packaging subject to change without notice.

Merchandise Subtotal

California Residents add 6% sales tax

Turbo/Speedo Shipping & handling \$25⁰⁰ U.S., \$50⁰⁰ Outside U.S.

Grand Total — All amounts in U.S. dollars

☐ Check Enclosed

X _____
Please sign full name.

IMMEDIATE DELIVERY ON MOST ITEMS — PLEASE ALLOW 4-6 WEEKS FOR DELIVERY ON OTHER ITEMS

LETTERS TO De EDITOR

"... one problem I still am having is interruptions in the clock power source. De Lorean tech reps say ½ amp in-line fuses should be replaced with 2 amp, easy to reach behind the radio. My hands are too big to reach. Also any info about my loud buzzing vibration in the gear shifter mechanism during hard acceleration?"
Chuck Case, Germantown, TN

Chuck, you don't need small hands to fix your clock. Check "Let's Get Technical" in this issue of De Gull Wing and see if our tip doesn't work better. Also try the same column in your November/December issue of De Gull Wing for information about gear-shift action. It is a good idea to save all your issues of the newsletter as the technical information you receive is invaluable and may save you many dollars. DeEditor.

"... In the front compartment where the jack was, I put 150 lbs. of lead ingots and increased the front tire pressure from 23 to 27 lbs. and what a difference it made in the handling and no more front end lift at speed or in crosswinds."
William J. Bunevick, Greenfield, Mass.

That much lead would really keep the front end down, as long as it doesn't give you a lead foot. De Editor.

"I have the 5 speed manual transmission. The clutch is not completely releasing and therefore it is hazardous. I could not find anything in my manual that relates to adjusting the hydraulically assisted clutch. On a previous occasion I had difficulty in getting into 1st and reverse. That time I was

able to limp in to the selling dealer and have it adjusted. Please provide follow-up data on the clutch system and manual Tran linkage."

Roland N. Mueller, San Pablo, Ca. and various others.

Roland — There is no clutch adjustment on stock De Loreans. We have the clutch adjustment link which is available for \$16.00 plus \$5.00 shipping to alleviate your problem. De Editor.

"... Has anybody lowered the body of their car 3 or 4 inches? Also can the harshness of the ride be done with new springs or shock absorbers and has anyone tried this? Lastly, I have been trying to reduce the wind noise from the doors. Help! ... I look forward to every issue of De Gull Wing. Keep the technical coming."

Joseph J. Derba, Jr., Lexington, MA

Joseph, lowering the car can be done without the replacement of springs. Briefly, it is done this way: remove all springs with special tools; install the front springs in the rear. Cut 3½ coils from the rear springs, then taper cut edges and install tapered portion to upper spring support in the front on the chassis. The completion of the job by a qualified technician should give you equal clearance tire to fender on all four wheels. (Don't try it yourself, you need special tools). Also as to the harshness of your ride, we have not had any complaints in this area, but if anyone has any suggestions, please let us know. As far as the wind noise from the doors, you could have a problem with your door pillars being bowed near the windshield. One test

could be opening the door, putting a dollar bill along the door molding near windshield and then closing the door. You should not be able to pull the dollar out with ease. If you can, this may be where your wind noise is. De Editor.

CLASSIFIED ADVERTISING

FREE TO DMCA MEMBERS — No Commercial Advertisers

De Gull Wing will publish two short (40 words or less) free classified advertisements for members in a calendar year. Additional ads and those ads placed by non-members must be accompanied by \$50 each. Ads in excess of 40 words will be subject to editing. Include membership number and complete name and address with your ad. Mail to: ADS—DMCA, P.O. Box 944, Westminster, CA 92683.

For display advertising rates call Tuesday or Thursday only, 10:00 A.M. to 3:00 P.M. at (714) 847-9940. Collect calls will not be accepted.

Private Owner: 1981 De Lorean, Auto. Low miles, 4,500. Must sacrifice \$19,900 or best offer — Gray Leather (313) 427-0310, 478-1210.

For Sale: 67 Mercedes Benz, Mdl 250 SL, Hard Top/Conv. Call Sue (213) 770-6324 — 8 to 5 daily.

For Sale: 1975 Bricklin — Air doors — orange — spare parts — new tires, sharp. Asking \$10,900.

1977 Southern California maintained Porsche 911S Sunroof, alloys, excellent condition. White with black interior \$17,900. (714) 840-6272 mornings after 7:00 A.M. California time.

"Corvette News" magazines, 1968-79, 11 years of this collector's publication in perfect condition. \$200 or best offer. Call Vic Varkonyi (704) 535-7329 or 536-0972.

Specials:

Alternator Rebuilding: Your Ducellier alternator can be rebuilt with heavy duty diodes and internal parts. 6 months warranty. Exchange unit \$200.

Angle Drive: Have your own speedo angle drive rebuilt for only \$28.50.

For the unfortunate ones: De Lorean brand new 5 speed gearbox complete. Price \$2,250 + freight. De Lorean brand new P.R.V. engine, complete. Price \$4,700 + freight.

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